



Lincoln's EOA Ensures Opportunity For All

By MCSN KATHLEEN CORONA
Penny Press Staff

According to Navy Regulations, "Equal opportunity shall be afforded to all on the basis of individual effort, performance, conduct, diligence, potential, capabilities and talents without discrimination..."

USS Abraham Lincoln's (CVN 72) Equal Opportunity Advisor (EOA) informs Lincoln Sailors of the Navy's policies on equal opportunity (EO) and encourages Sailors to lead programs that pay respect to the many different cultures that make up the crew.

"Our motto (as EOAs) is fair and equitable treatment for all hands, by all hands, at all times," said Chief Hull Technician (SW/AW) Carmen Viduya, Abe's EOA.

Viduya, with the help of Lincoln's Command Managed Equal Opportunity advisors (CMEO) Lt. Cmdr. Don Furukawa and Chief Hospital Corpsman (SW/SS/FMF) Harold Sims, mentors Abe Sailors to ensure they know and follow the Navy's EO policies.

"EOAs are hand-selected to attend a 10-week course at the Defense Equal Opportunity Management Institute," Viduya said.

EOAs work as fact finders for the commanding officer, she said. They collect and analyze information about the command climate, or what is thought about the command on the deck plates, when directed by the commander.

According to Viduya, that information is then given to the commanding officer and he is able to make changes on issues he might not have been aware of.



Photo by MCSN Kathleen Corona
USS Abraham Lincoln's (CVN 72) Equal Opportunity Advisor Chief Hull Technician (SW/AW) Carmen Viduya talks to Lincoln Sailors Machinist's Mate 2nd Class Christopher Wolfe and Yeoman Seaman Ernest Matthews.

"We also talk to Sailors when they have a perceived EO issue," she said. "We give advice as per EO policy regarding formal and informal resolution, and depending on the gravity of the issue we give the Sailor options."

During Lincoln's Western Pacific deployment in 2006, Viduya and Abe's CMEOs spoke to 600 Lincoln and strike group sailors. Only roughly 10 percent of those Sailors had either formal or informal EO situations.

"Sometimes, Sailors just need someone to talk to about how to solve a problem at work," she said. "We give them advice on

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Smoking Sponson Committee Needs Everyone's Help

By MC1 PATRICK SULLIVAN
Penny Press Staff



While many Sailors on board USS Abraham Lincoln (CVN 72) do not smoke, for those who do, it's an important part of their morale.

For some there is nothing quite as nice as the feel of the wind on their face and the

sound of freedom while they take a break from the rigamarole of their daily work.

Unfortunately, some Sailors either do not understand the rules of the smoking sponson or have chosen to disregard these rules. Those individuals are just making it harder for everyone else to smoke, because many of the infractions result in closing the smoking sponson until they are corrected.

Fire Controlman 1st Class Robert Bost

from Combat Systems Department is a smoker and a member of the First Class Association's (FCA) Smoking Sponson Committee, responsible for maintaining the ship's participation in cleaning the sponson.

"The smoking sponson will operate much better if all hands police themselves and each other," Bost said.

Covered containers, such as water bottles

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Inside



Find out which Lincoln Sailor plays for the U.S. Military All-Star baseball team *pg. 2*



Will Michael Vick see the world through jail bars? *pg. 6*

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Local Stories

Abe Sailor Plays for U.S. Military All-Stars Baseball Team

By MC3 BRAD WAGES
Penny Press Staff

Like many USS Abraham Lincoln (CVN 72) crewmembers, Seaman Alexander Munson enjoys playing sports. It is Munson's skill and dedication to the sport of baseball that sets him apart.

This spring, Munson got the opportunity to pitch for the U.S. Military All-Stars, a team made up of players from the Navy, Army, Air Force, Marine Corps, and Coast Guard.

Munson, who's been playing baseball since the age of two, said being on the team was special.

"It was a great experience, spending time doing something that you love," Munson said. "And it was a nice break from being on the ship."

Munson said in the three months he played with the All Stars he traveled extensively for games.

"We played teams up and down the East Coast," Munson said. "We played everywhere from Boston down to Orlando, Fla."

According to Munson, the league in which the All Stars compete is known to have some of America's best college baseball players.

"We played in the Cape Cod League," he said. "We played mostly college summer teams. We faced some of the best players in American collegiate baseball."

During their travels, the members of the U.S. Military All-Stars took time out of their busy schedules to give back to the community.

"We spent some time with different groups," Munson said. "We visited children's hospitals, veteran's hospitals, and youth groups."

Munson said he discovered the U.S. Military All-Stars team while he was on the Internet.

"I found the team's website during Lincoln's last deployment," Munson said. "I mailed the coach, and by March I was on a plane to San Diego to try out for the team."

Munson said he'll join the U.S. Military All-Star team again next year.



Photo by MC3 Brad Wages
USS Abraham Lincoln (CVN 72) Sailor, Seaman Alexander Munson's love of the sport of baseball led him to tryout for the U.S. Military All-Stars Team. As pitcher for the team, Munson gets the opportunity to play some of America's best college players.

"I show up in Phoenix for spring training in February," Munson said. "Next season, we play a lot more games, 30 on the East Coast and 30 on the West Coast."

Munson added that anyone interested in finding out more about the U.S. Military All-Star team can go to their website, www.usmilitaryallstars.us.

SMOKING

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or coffee cups are authorized, but soda cans or open cups are not.

Another major infraction is that uncontrollable habit that many have of throwing their empty cigarette pack into the cigarette butt cans. These are not trash cans, and doing so can get them escorted off the smoking sponson, or worse, result in the smoking sponson being secured until a proper cleanup is completed.

"The biggest problem I see is people putting their cigarette packs and trash in the butt cans," Bost said. "Put the empty pack back in your pocket, and dispose of it and any other trash properly back in your work space."

Sailors might ask, "What can I do to make a difference and keep the smoking sponson up and running?" The answer is simple: Get involved.

"There is currently an XO Gram being drafted that will outline specifically the requirements for maintaining and cleaning the smoking sponson," said Culinary Specialist 1st Class Nic McCann. There are also two cleaning bills, one with the air wing on board and one without, that are being considered.

"We currently have a cleaning bill posted in the smoking sponson that includes all of the ship's departments and which days they are required to clean," McCann said.

The cleaning bill enables departments and squadrons to assist with the upkeep of the smoking sponson, requiring each department to clean the sponson during sweepers two to three times per month.

"When Combat Systems has it on their day, we designate the cleaners just for that, and they are responsible for cleaning the 'Pit' all day," Bost said.

The FCA is also trying to establish a new E-5/E-6 smoking sponson, since the previous sponson was shut down due to alterations of the sponson during last year's Drydock Planned Incremental Availability (DPIA) when a JP-5 vent was installed for the trash room incinerator.

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Local Stories

Does Morality Come Into Question With Illegal Immigration?

By MC2 M. JEREMIE YODER
Penny Press Staff

The past few weeks have been insightful for me (and for you as well, I hope) as I have spent time learning about the issues surrounding illegal immigration and sharing them with you, the reader. In the first week of my article, I addressed the historical aspects of immigration within the United States. Last week, we continued our conversation, as I addressed the legal aspects of the illegal immigration process, as seen from both an historical and present-day perspective.

This week I wanted to address what is perhaps the most divisive issue regarding this topic of illegal immigration—the morality of illegal immigration and the way in which the topic is addressed in this great country.

Morality is a sticky word in this time in which we presently live because few people want to admit that there is a “right” and a “wrong.” To admit such a thing is to also admit a number of other things that many people do not like to face. The primary reality that the existence of an all-encompassing “right” and “wrong” suggests is accountability, and while accountability is hardly a foreign concept for any person serving in the military, we as Sailors (and human beings as well) don’t like it and tend to compartmentalize the arenas in which we accept it.

To address morality with respect to illegal immigration is to suggest that there is true and discernable “right” and “wrong” in the way policy is made and executed. While I would not presume to sit and suggest that I have all of the answers for the policy-makers of our country to solve this issue, I absolutely think there are some overarching issues of morality that are being ignored in the way that our country is handling this issue. From what I can discern, many of you seem to think this as well, as

this is the primary issue that you have responded to me about.

So what is “right” and what is “wrong” in this issue of illegal immigration?

The thing that I have heard most from you about what is wrong is the role of the American businessmen in perpetuating or, perhaps more accurately, enabling this problem.

Aviation Maintenance Administrationman 2nd Class Edward Beaver said, “The problem is not illegal immigration so much as it is the businesses and employers who are paying way below minimum wage under the table, knowingly, to illegal immigrants.”

Aviation Electronics Technician 3rd Class Angela Brian suggested, “(Illegal) Immigration will never stop when business owners in America continue to capitalize on the cheap labor that immigrant workers provide.”

According to some, the government

ing its border.

While many of you faulted American businesses and the U.S. government for the state of our present condition, others of you followed a more positive and proactive approach in addressing the issue, attempting to take into account the humanity of these individuals.

“If we all worked as hard as those people who should happen to cross our borders with little more than (their) hopes and dreams, where would our problems be?” Personnel Specialist Seaman Kevin Stoudenmire asked. They come with a willingness to learn and grow and possibly make our country stronger by that willingness.”

Machinist Mate Chief (SW) Ramon Mota suggested, “(The government) should allow those who are contributing to our society to enjoy the fruits of their labor. (We) should grant them residency and see if they choose to become citi-

“America is a free country that was founded on immigration. We should welcome immigrants who are willing to complete their citizenship process...”

of the United States has a role in cycle of events as well.

Religious Programs Specialist 1st Class (FMF) Donnell Stephens said, “If we (our government) wanted illegal immigration to stop, it would in a heartbeat, but America is a capitalist country... (and) cheap labor leads to low prices and maximum profit. I just can’t see (our politicians) legislating against their bread and butter.”

So far as I can discern, our ability to prevent illegal border crossings is not quite so foolproof as Stephens suggests, but he also suggested that the government of Israel is using American technology to detect the passage of something as small as a rodent, cross-

zens later.”

But I wonder if there can be morality in a system of “no-accountability.” Can we expect illegal immigrants to honor our laws if we don’t strive to honor and enforce those same laws ourselves?

Brian said, “America is a free country that was founded on immigration. We should welcome immigrants who are willing to complete their citizenship process, learn the national language, pay taxes, and be law-abiding citizens.”

A workable answer, as in most cases, does not seem to exist on the edges of one extreme or another, even if the

Local Stories

CMEO

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how to address their chain of command to get through a perceived problem.”

The advice Viduya and her team gives to Sailors and the commanding officer comes straight from the Navy’s EO policy.

“I never give my personal opinion on an issue unless I’m directly asked for it,” she said.

When a perceived EO violation has been brought up to Viduya or the CMEOs, an investigation is conducted.

“We are very supportive of individuals who want to right a wrong,” Viduya said, “but if we have people making false EO problems, it takes away from Sailors who have real EO problems.”

“We want to help make people comfortable at their work environment,” she said.

All commands are required, per Navy Regulations, to set up a CMEO program, which allows the commanding officer to create and maintain a positive equal opportunity environment.

CMEO also allows commands to identify and resolve command-level equal opportunity problems and concerns. It helps

commands closely monitor equal opportunity issues and at the same time, remain flexible enough to use only the manpower required for any given situation.

“CMEO is intended to be one of many commanders’ tools for the prevention of unprofessional behavior and for ensuring EO goals are obtained,” said Vice Adm. J.C. Harvey, the Deputy Chief of Naval Operations (Manpower, Personnel, Training and Education) in the Navy Regulations regarding EO.

Aside from being the EOA for the Lincoln, Viduya is also the EOA for Commander, Carrier Strike Group Nine and the chairperson for the ship’s Heritage Council.

“We also encourage diversity through the Lincoln’s Heritage Council,” Viduya said. “We try to make people aware of the different cultures and heritages on board. September is Hispanic Heritage Month and now that we’re underway we’re going to start celebrating.”

Viduya encourages any crewmember of Lincoln who has an idea for a heritage celebration to tell her about it.

For more information on Lincoln’s EO policy go to LINCOLN-EOA in the public folders on Lincoln’s Outlook. A copy of the newly updated Navy EO policy can be found there.

IMMIGRATION

Continued from page 3

nature of our country’s present situation might tempt us to think so. Immigration, legal or otherwise, will continue in America, and we must not be ignorant and think it will not. People will continue to come as long as the perceived benefit outweighs the perceived cost. This is the fundamental reality of basic economics.

But, as Master-at-Arms 2nd Class Jack Kuehn said, “We must open a door for these people to walk through as we shut the window that they are climbing through.”

“They (the government) are always searching for new ways to prevent people from moving into this country instead of finding ways to make it work,”

Electronics Technician 3rd Class Tanner Squire said.

And perhaps this is at least part of our problem. Maybe we as a country are far more concerned about pacifying special interests groups, ever-nagging fears of national security, and our tax system (all of which happen to be legitimate concerns...on some level), instead of finding a workable path to a responsible solution.

I share Squire’s optimism regarding an answer to a question he posed, “Can we make it work?...Yes we can.”

I would like to leave you with this poem by Walt Whitman that expresses an attitude that all of us would benefit from having.

You, Whoever You are!
You, whoever you are!...

*All you continentals of Asia,
Africa, Europe, Australia, indiffer-
ent of place!*

*All you on the numberless islands
of the Archipelagoes of the sea!*

*All you centuries hence when you
listen to me!*

*All you each and everywhere
whom I specify not, but include just
the same!*

*Health to you! Good will to you
all, from me and America sent!*

*Each of us is inevitable,
Each of us is limitless—each of
us with his or her right upon the
Earth,*

*Each of us allow’d the eternal
purports of the Earth,
Each of us here as divinely as any
is here.*



1846 - Sailors and Marines from U.S. sloop Cyane capture San Diego, Ca.

1945 - U.S. warships bombard Hamamatsu, Japan

1967 - Fire on board USS Forrestal kills 134 members of the crew

Local Stories

The Difference Between Deployability and Employability

By **FLTCM (SS/SW) R.D. WEST**
Special to Penny Press

Hoo-yah Warriors! I hope everyone is enjoying a safe and prosperous 2007. I have been out and about in the Fleet since checking onboard last month, enjoying the chance to meet many of you. As I have said many times over, you continue to amaze me with your enthusiasm, dedication and willingness to complete any and every mission.

Shipmates, I want to take this time to talk to you about the Navy's new focus on the deployability and employability of our assets as well as other terms used like "dwell," "Fleet Response Plan (FRP)," and "Homeport Tempo." You may have already begun to hear these terms used, and it is important you understand these terms and understand what is behind the changes in how we deploy the Navy – and you.

In order to help you understand these new terms and the new operational focus, I want to take a look back a couple of months. In the last few months, the Navy has been reviewing the deployability and employability of its forces to find out how we could increase operational availability while still preserving overall readiness and quality of service for you and your families. As a result, we revisited deployment policies, revised some definitions -- as you saw above -- and signed a new instruction. These changes complement the FRP by limiting deployment lengths and by providing you and your family more stability in your planning.

Before we dig deeper into further details of the new instruction, let's stop and look at what some of these terms mean. First, deployability and employability describe a window of operational availability open to task units outside scheduled maintenance and training periods required to maintain unit readiness. Employment, also known as the FRP cycle, is the time from the end of one maintenance phase to the end of the

next maintenance phase. A deployment is time spent providing presence to combatant commanders (COCOMs) regardless of deployment length. As a result of our new deployment policies, any forward-deployed time now counts! Our nation is at war, and you and your families have proven that you understand this means the nation depends on the capability of naval forces to provide forward operational presence. You remain committed to carrying out the Navy's -- and the nation's -- mission.

In relation to deployability and employability, Homeport Tempo is the percentage of time a unit is in homeport or on station from the end of a maintenance phase to the end of the next maintenance phase. Keep in mind that all deployable elements have a maintenance period, but these maintenance periods vary in length and loss of operational capability. For example, ships experience a total loss in availability when they are required to be pier side or in drydock. Other units, like air wings or detachments assigned to the Naval Expeditionary Combat Command, do not lose full capability. These units can still be employed to their level of current capability.

Lastly, dwell is the ratio of the number of days a unit spends on its last deployment to the number of days the unit spends in homeport, on station, or in local waters between deployments. This term replaces the Navy's term, "turn-around ratio." This change, as well as other terminology changes, aligns our verbiage and our deployment policy with our Marine Corps, Army and Air Force counterparts to the extent possible.

What does all this mean to you? If your ship deploys on a routine deployment, goes for six months and comes home, you should, per the "dwell" time, remain in your home operating area for six months before the ship will deploy again to any

other geographic command. Think of dwell time as your time at home. Prior to the Navy's new focus, the ship that had most recently returned from a deployment was considered the ready ship, ready to deploy at a moment's notice as it was the one geared up and set to go. Per the Chief of Naval Operations (CNO), this is no longer the case.

In a recent message (NAVADM 051/07), the CNO, Adm. Mike Mullen, wrote that "we are deliberately taking action to strike the right balance between our need to provide rotational forward forces, our obligation to prepare forces for major contingen-

"You and your families' contributions and sacrifices are valued by the leadership and the American Public."

cies and crisis, and our time at home." His plan is to maximize our ability to deploy, provide flexibility to our COCOMs, align our terminology with the other services, and account for ALL of YOUR deployed time. Now, any time spent on deployment will count as deployed time, even if it's for one day only. Before the new plan, the deployment clock did not begin until 56 days into the deployment.

Although this is a new Navy policy, not all units will be affected by the changes. Because of unique missions or operating cycles, fleet ballistic missile submarines, aviation training and fleet replacement squadrons, military assigned to MSC ships, permanently forward-deployed units, deployed units operating with rotating crews, naval mobile construction battalions and cryptological direct support personnel are not included.

Bottom line here, shipmates, is we are a nation at war. We have taken the oath to support and defend our nation as part of the country's warfighting, seagoing service. You and your families' contributions and sacrifices are valued by the leadership and the American public. This new focus will help us take care of you.

Arts & Entertainment



By MC2 Jordon Beesley

By MC2 JORDON BEESLEY
Penny Press Staff

It's been a rough couple of weeks for professional sports' image. To say their image has been tarnished in the minds of the fans is a vast understatement. It seems every day some new allegation arises or scandal breaks. Is it me, or does it seem that these obscenely paid athletes and sports figures think they are exempt from the basic common sense laws that we all adhere to?

Being a professional at anything in life requires a certain degree of skill and dedication, and with that comes great responsibility. Athletes are essentially entertainers, and entertainers only exist if there's an audience to entertain. Therefore, they have an obligation to the public. When they lose that professionalism, they lose their audience.

Michael Vick pleaded not guilty Thursday to federal dogfighting charges and was released without bond until trial Nov. 26. The Atlanta Falcons quarterback then apologized to his mother and asked that judgment be withheld.

Vick was jeered by a crowd as he went into court. He and three others entered their pleas in U.S. District Court to conspiracy charges involving competitive dogfighting, procuring and training pit bulls for fighting, and conducting the enterprise across state lines. Federal prosecutors say the operation — known as Bad Newz Kennels — was run on Vick's property in Surry County, Va.

Not to be outdone by Vick, the Tour De France has had its share of controversy recently. With the tour's leader for the majority of the race, Michael Rasmussen, kicked out of the race, the tour has

now become yet another black eye for the scandal plagued world of sports.

"The morale is really down," German rider Markus Fothen said. "Cycling is on the front page of the newspapers. The sport is losing. At the moment, it is really hard."

Not only has today's professional athlete become an egotistical and unlawful public

of money, so for someone to sit out and threaten not to play another down for an organization that's willing to shell out that amount of cash infuriates and puzzles most fans.

With the impending future of other sports' scandals hanging in the balance, the opinions and patience of sports fans remains precarious at best.

Former NBA referee Tim Donaghy, who resigned his position on July 9, has been the target of an FBI investigation for allegedly betting on games, including some he officiated, over the last two seasons. One of the games in which Donaghy refereed that is in question is Game 3 of the Western Conference Finals, or as I like to refer to it: "the real NBA Finals," between the San Antonio Spurs and the Phoenix Suns. The tough-fought series between these two teams was the highlight of last postseason, and the debate over whether or not there was a "fix" is still uncertain, but even the implications that there was definitely undermines the credibility of the league and professional sports.

"If the allegations prove true, this could be one of the most damaging scandals in the history of American sports," said Repub-

lican Bobby Rush in a letter written to NBA commissioner David Stern on Wednesday.

With the cloud of suspicion looming large over sports it almost seems as though Barry Bonds' journey toward the most coveted record in sports, the all-time home run title, seems to have lost its appeal. But perhaps we're just fed up with the steroid questions behind it all, or it may be we're all fed up with professional athletes in general.



nuisance, they also carry a self-centered and greedy demeanor. Take Chicago Bears Linebacker Lance Briggs for example. He was unhappy with the Bears placing a restriction on him that allowed them to only pay him a miniscule \$7.2 million for this upcoming football season. Briggs said that he'd never play another down for the Bears after the team slapped the franchise tag on him.

Last time I checked, a \$7.2 million yearly salary wasn't something too many people would object to. Professional athletes are making an absurd amount

Arts & Entertainment

Music Review

By MCSN TIMOTHY ROACHE
Penny Press Staff

Most cities in America, well really throughout the world, have had major music movements, especially in the 1980s. Washington D.C. was no different. D.C. will always be remembered for its hardcore scene. It's not hard to believe that the 80s D.C. hardcore scene influenced a lot of the punk, hardcore, post-hardcore, emo and screamo of today, but it is hard to believe that one record label is mostly responsible for the movement, and even harder to believe that one man can be pinned down as the source. The man, Ian MacKaye, and the label was Dischord Records.

Ian (a teenager at the time) started Dischord Records to record a band that was already broken up. From there, Ian continually produced albums for bands that were from the D.C. area. Dischord Records produced mostly of the iconic bands of the time, except for the Bad Brains. To this day, Ian still produces local bands in the spirit of the iconic

scene.

You're not going find a lot of these bands in a Best Buy, FYE or any other of the mainstream music stores really. Try those mom and pop music shops that sell used vinyl or even the Dischord web site where the average price is \$10!

Black Eyes – Black Eyes

If you have ever listened to Mars Volta, you think you have heard it all, then you hear a band where all the members do percussion, lyrics make no sense and, the front man

makes train noises. It's like listening to a car crash. It's one of the worst things you will ever experience when you first listen to it, but like the a car crash, you can't go away from it. You notice new things and next thing you know this album is in your top most played list and you think it's genius.

Rites Of Spring – End On End

This is a definitive album of what emo is supposed to be. Emo's supposed to be emotional punk, not some kid sitting in

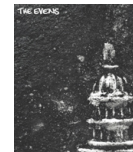
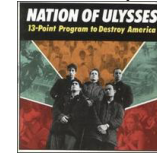
his room whining about his high-school girlfriend while playing an out-of-tune acoustic guitar. Guy Picciotto (now bassist for Fugazi) sounds nothing like the emo product that is being produced today.

The Nation Of Ulysses – 13 Point Program To Destroy America

Punk represents everything the system doesn't want you to be, yet most punk sounds alike, therefor punks have their own little system going. So, if punk is anarchy, then The Nation Of Ulysses is nihilism.

The Evens – Get Even

This band sounds nothing like any of the bands coming from Dischord Records, but the spirit is still there, and probably even more noticeable. More of a soft indie sound in the music and tone of voice, but those nihilist punk lyrics, you can't avoid them at all. This album is punk for the man who wears a suit.



How to Make a Delicious Bratwurst or a Great Picnic

By CS3 RYAN ANDERSON
Penny Press Cooking Correspondant

Hey CS3, can you give us some tips on a beer bath for brats?

Sure I can. All you need to do is get some of your favorite beer and marinate the bratwurst in it for at least a day. Just put it all in a bowl and set it the refrigerator for 24 hours before you are ready to cook. Also poke a few holes in them with a fork, or cut a few lines in the bratwurst with a knife. As you are grilling them, make sure to baste them often.

Hello CS3, I am going to be setting up a picnic when we get back to Everett, and I was wondering what types of foods we should bring. Is anything new we could try.

Well, it all depends on whether or not you plan on grilling. If so, I would, of course, bring the essentials: hamburger patties, hot dogs, and maybe even some chicken. As for side dishes, always make sure you have potato salad. If you'd like try something

new, there is a cold salad I call tuna noodle casserole and it is awesome. What you need is macaroni noodles, tuna fish, mustard and mayonnaise, chopped olives, cubed pickles, and diced onions. While the noodles are still hot, mix all the ingrediants together. All amounts of ingredients are based off your personal tastes. Put it in the refrigerator for at least 24 hours before eating and then enjoy. As for the rest of the picnic, make sure to bring your favorite drinks. For a dessert, try taking things like ice cream, o r popsicles; something nice and cold, which will be great on a hot day.

ASK A COOK!

Do you have questions regarding the culinary arts (dessert tips, easy to make garnishes, meal ideas for that special occasion)? Send them to CS3 Anderson at anderson.ryan@cvn72.navy.mil



Lincoln Pride



This week on Abe Lincoln

Lincoln Pride



All photos by Lincoln Media Department

Finishing Touches



Shipmates

The strength of a warship lies in the hearts and hands of its crew.



Photo by MCSN Kathleen Corona

Electrician's Mate 3rd Class (SW) Jason Pappas signs his reenlistment contract after taking the oath of enlistment aboard USS Abraham Lincoln (CVN 72) Wednesday afternoon.

Editor's Top 10

Top 10 things to do while waiting in line for chow.

10. Make friends with the people in line around you.
9. Start a Paper, Rock, Scissors tournament.
8. Argue about which is better: In and Out Burger or Checkers.
7. Brush up on all the gossip on the ship.
6. Start a new rumor.
5. Take bets on whether the speed line will have all hot dogs or all potatoes.
4. Start and finish the original War and Peace, in Russian.
3. Staring Contest competition. Winner gets front line privileges.
2. Get the entire line to do the wave.
1. Give up and eat a PB&J instead.

Calling All Artists

Abe's gyms need your help!

MWR is looking for artists to come together and create a mural for the gyms.

Everyone is welcome no matter what your medium or what your style is, they want you!

Stop by the MWR office for more information!



The guy everyone loves to watch but hates to run into

Brought to you by NewsLine